

# BUS & COACH BUYER

23 AUGUST 1991 | ISSUE 119

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- 1988** DAF 2300/Duple 340, WC,  
TV/Video, Radio/PA  
**Seats 53**
- 1988** Duple 425, Db/Glaz, Telma,  
Econocruise, WC, Kitchen  
**Seats 53**
- 1988** Bedford/Duple, Radio/PA  
**Seats 57**
- 1987** DAF/Caetano 11.6, Radio/PA  
**Seats 53**
- 1985** Neoplan/Skyliner, TV/Video,  
WC, Kitchen  
**Seats 77**

### Setras

- 1989** S 215 HRI (Rational),  
WC/Kitchen, Retarder,  
ABS, Many extras (warranty)  
**Seats 49/53**
- 1989** S 210 H (Real), WC/Kitchen,  
Retarder, ABS, Many extras  
**Seats 28**
- 1988** S 215 HRI (Rational),  
WC/Kitchen, Retarder, ABS  
**Seats 49/53**
- 1983** S 215 HD (Optimal),  
WC/Kitchen, Driver's bunk  
TV/Video, Retarder, Many  
extras (warranty)  
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## DVLA Custom Marks



## Buses For All Special — Part Two



**1988 (E) DAF MB230 Caetano Algarve, Superhigh**, 51 recliners, radio, P/A cassette and video, centre sunken toilet, drivers bunk, hot drinks unit, courier seat, continental door, MoT 5/4/92. This coach has been completely retrimmed in the last two months (illustrated).



# News

## OBITUARY Graham Harris

It is with great sadness that we report the death of Graham Harris, proprietor of Harris Super Coaches of Broms-grove, on Monday 19 August, after a long illness. Graham, 62, was known and liked throughout the industry and could usually be seen at rallies, auctions and exhibitions. Always more interested in running comfortable coaches than fleet standardisation, he bought a wide variety of high specification vehicles. Consistently jovial despite several serious illnesses, Graham invariably saw his four parties off personally and was always keen to talk about the state of the industry he loved. We offer our sincerest sympathy to his widow Nina and family who will continue to run the business.

## Emission check training

Checks on vehicle exhaust emissions become mandatory as part of the MoT test from 1 November. Goods Vehicle Testing Stations in Scotland, in conjunction with the Vehicle Inspectorate and the Retail

## AVE Berkhof re-locate

AVE-Berkhof have relocated to new premises in Bracknell following the launch of their Excellence range of bodies to the UK and the curtailing of Alder Valley Engineering's operations. The new site is more conveniently located, adjacent to both M3 and M4 motorways and is better suited for the expansion of the sales, parts and service departments.

The company has taken orders for 23 new vehicles for this year and is on target for achieving sales of over 30 coaches. The new telephone number for coach sales is 0344-861767 but the existing Aldershot numbers of 0252-313646 or 334484 will continue for parts and service until later in the year.

Motor Industry Federation, are offering comprehensive training packages on the new standards and checks.

The package includes a four hour training course, a detailed manual and an instruction video at a cost of £60 per person. A number of available dates are scheduled and those interested in attending should contact their local GVTs for further details. The courses will be held at Bishopbriggs, Keith, Lochgilphead, Montrose, Perth and Wick.

## Murray moves back North

Murray Shepherd, operations manager with Stevensons of Uttoxeter, is moving back to his native Edinburgh to begin a bus service of his own. Using two Alexander Y type bodied Leyland Leopards purchased from Northern Scottish, he will be operating a commercial service linking Oxfangs with St Andrews Square, Edinburgh.

The service commences on 2 September and will be in direct competition with both Lothian Region Transport and Eastern Scottish. The vehicles will be painted in a pillar box red and cream livery and run from premises at Murrayburn Road, Longstone, Edinburgh.

## East Lancs midis

Drawlane's coachbuilding subsidiary, East Lancs, is in the process of acquiring the necessary tooling to construct mini and midibus coachwork. This would add to its already extensive range of products which include new bodies on new chassis, rebodies on existing chassis, refurbishment of existing vehicles and the National Greenway, a complete reworking of the Leyland National which promises a second life of at least 10 years.

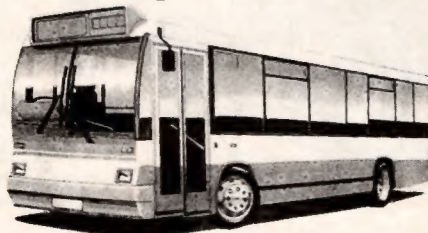
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Editorial director: Stuart Jones; publishing director: Steve Cole; sales director: Joy Osborne, assistant advertisement manager: Lorne Kirkwood; classified telephone sales: Amanda Ward; staff writer: Martin Cole; production and administration executive: Sandy Brooks.

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# News

## DVLA Custom Marks

The Driver and Vehicle Licencing Agency (DVLA) are making available A and H prefix number plates for those wishing to personalise older vehicles. Sold as Custom Marks, via the same 0734 757575 telephone line used for Select Registrations, A prefix registrations can be assigned to vehicles registered since 1

August 1983 and H prefix marks to vehicles registered since 1 August 1990.

Registration marks incorporating numbers in the 1 to 20 range with any three letters excluding I, Q and Z are available providing DVLA approve the combination. Name spelling marks such as A 2-20 SUE and H 2-20 BOB cost £620 as do plates such as A 1 ABC and H 1 HHH. Cheaper are plates like A 2-20 ABC and H 2-20 HHH at £130.

*Bryan Constable, MD of Selkent, replies to a news item in Issue 117, 9 August 1991.*

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Yours sincerely

Bryan D Constable  
MANAGING DIRECTOR

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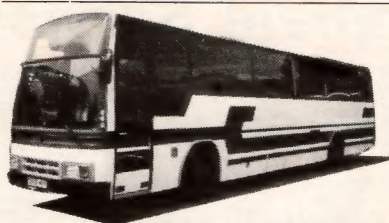
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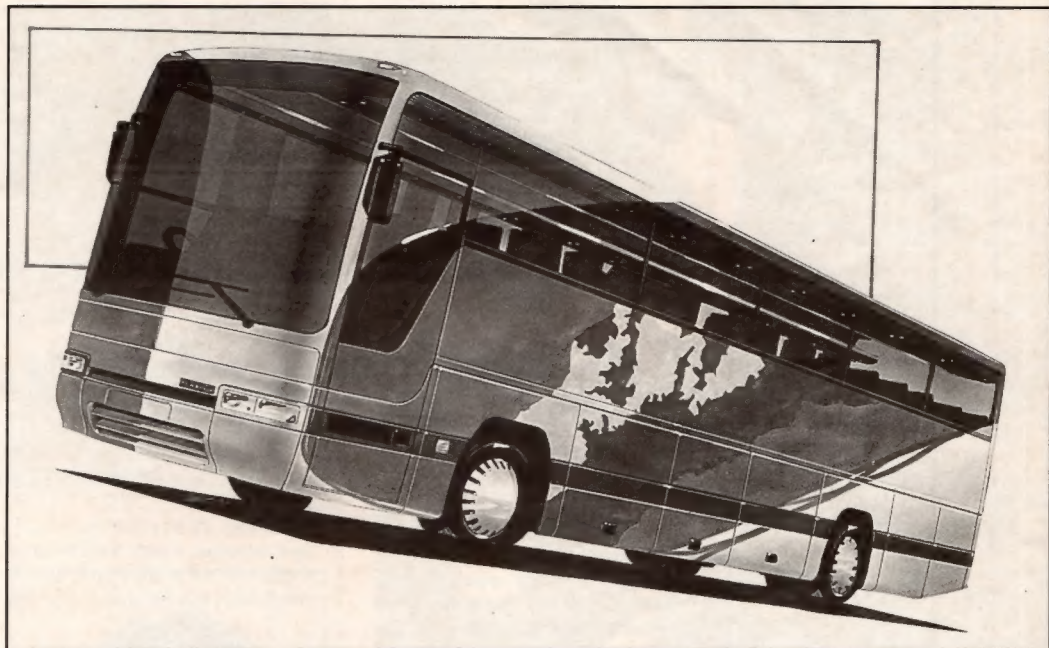
# News

## Plaxton to launch Paramount successor

Plaxton has spent £3,500,000 on developing and testing a new body design which is to be unveiled at Coach & Bus '91 in October. Plaxton have revealed that, 'innovative materials' are to be used in its construction and wind tunnel tests show it to have the lowest drag coefficient figure of any coach produced in Britain. No name has yet been given to the vehicle which will replace the current Paramount. A full range of chassis and height options is to be made available.

Plaxton has long wanted to attack the European market and intends to do so with the new body. The company claims that orders for left hand drive vehicles are already in build.

Neil Beresford, managing director of Plaxton's manufacturing division said, 'The interior and exterior styling of



*An artist's impression of the 3500 version of Plaxton's, as yet un-named, new coach design which will spearhead the company's attack on the European market.*

these vehicles will set new standards for European coaches. Add to this exceptionally high build quality, a structure which meets the ECE R66 roll-over requirement and innovative design features, and it is clear that the new coaches will not only be market leaders in Britain, but will quickly establish Plaxton's presence in selected markets in mainland Europe.'

## Ikarus for Boro' line

Maidstone Boroline placed four new Ikarus bodied DAF SB220s into service on 1 August. Managing director, David Coupland told B&CB, "We opted for the Ikarus after quite a lengthy period of decision. We certainly wanted the

SB220 chassis but it was difficult choosing between these and the Optare Delta. In the end the Ikarus deal was made very attractive by Hughes DAF and we are extremely pleased at the way they have been received. The drivers like them and the passengers love them. Already we have had several letters from the public praising the new buses."

Boroline's DAFs are equipped with 50 individual bus seats and have provision for 24 standee passengers. The floor is flat, being slightly ramped to avoid a step into the rear saloon and the low, wide front entrance doors offer easy access. Two pairs of front seats face the rear, allowing more legroom for a priority seating area and there is a luggage pen adjacent to the entrance.

## New Mercedes Benz 0404

Mercedes Benz is to replace the 0303 range of coaches with the new 0404 series of vehicles. Built entirely of recycleable materials, the 0404 range will consist of three single deck height options and a 12 metre double decker, the first time Mercedes Benz have offered a double deck coach. The single deckers will be available in 9.2, 10.8 and 12 metre versions.

The 0404 will be offered with a variety of new generation Mercedes Benz engines including; the six cylinder OM401LA (200kW/ 272bhp), the OM401LA V8 (213kW/ 290bhp), the OM441LA (250kW/ 340bhp) and the eight



*The 0404 design, which will replace the Mercedes Benz 0303, the best selling European coach ever.*

cylinder OM402LA (280kW/ 381bhp). The double decker will have the OM442LA with a choice of either 320kW/ 435bhp or 370kW/ 503bhp power outputs and the GO210 eight speed gearbox. The standard single deck coach will have the GO4160 six speed manual transmission with EPS.

Among the features of the

new coach are a drag coefficient figure which is said to be 30% less than the 0303, double glazing throughout, a new design of Mercedes built seat, and both ABS and ASR as standard. The 0404 will not be available in the UK until the end of 1993 and is likely to cost in excess of £150,000.

## Jardine strengthen team

Jardine Insurance Brokers Ltd has appointed Richard Cochrane as a consultant on bus company management issues to strengthen their services to the industry. Formerly corporate services executive with GM Buses, in the run up to deregulation, Richard was responsible for management services and assisted in the planning and development of a new management structure as the bus operations became separated from GMPTE. He has also held senior positions within GM and SELNEC.





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# Buses For All

**Week two of Bus & Coach Buyer's two part focus on transport for people with disabilities.**

**Stuart Jones continues a conversation with**

## Andrew Braddock

**Head of London Transport's Unit for Disabled Passengers.**

**In an overall sense, how does transport provision for people with disabilities in the UK compare with Europe and the rest of the world?**

It is very difficult to make direct comparisons because we've all done different things. It is probably fair to say that the Swedes have always been ahead of the rest of us, a much more socially conscious country, and probably one with a lot more money over the years. It is interesting to note that Stockholm Transport's Unit for Disabled Passengers was started in 1967. The Swedes have done things rather differently with a tendency to concentrate on door-to-door transport geared to the more severely disabled members of the population. Not very much has been done on the buses and trains to help ambulant disabled people.

In America the whole thing has been taken over as a rights issue, reflecting that awful period the Americans went through at the end of the Vietnam War, with large numbers of young, male, articulate, quite argumentative people confined to wheelchairs because of their injuries. Their movement has carried the Americans into a legislative framework, both through the 1970s and last year with the Americans with Disabilities Act (ADA), all of which has called for, and concentrated on, wheelchair access. So in America we have a situation where large numbers of buses have been fitted with wheelchair lifts, which hasn't helped the very much larger number of ambulant disabled passengers who still face difficulty getting on



**Andrew Braddock.**

and off buses with high floors.

The other problem the Americans have discovered is that lifts are very expensive, inherently complicated and when used relatively infrequently have a tendency to break down. Whilst there are good examples of the system working well in America, it is acknowledged to be a very expensive solution and they have now realised it does nothing to help non-wheelchair-bound passengers. One of the problems with this approach is the time taken to get even one wheelchair passenger on and off the bus. Unfortunately there have been examples of able bodied passengers complaining about delays to services as a result.

The third example of contrasts is Germany which was quite late into the field, so far as recognising the problems disabled passengers face, but quite quickly finding the best

solution — the low floor bus. Now running in several German cities these are generally full sized vehicles with a floor height of 300 to 320mm above road level, so beyond the entrance and exit there are no further steps. The floor is flat and level, at least between the front and middle door, and therefore over half the length of the vehicle. With a kneeling capability the first step height is reduced to about 240 to 250mm which the DiPTAC research has shown over 80% of ambulant disabled people can cope with.

What is even more significant is that all the able bodied passengers get on and off these buses so much more quickly as there are no steps.

The third and not the least benefit of the low floor bus, is that you can provide simple, efficient wheelchair access. You don't need a lift and if you could guarantee the bus could pull up close to and parallel with the kerb you probably wouldn't need any further aid, but sensibly these buses have an electrically operated ramp which bridges the gap between the door and the pavement. Most German systems allow access for mothers with baby buggies and people in wheelchairs through the centre door and they accept that it is in their commercial interest to let those groups of people travel free. If they file past the driver they slow the whole service down which will make public transport less attractive. A commendable, if rather different, interpretation of 'commercial interest' than the UK view. There is a priority area adjacent to the centre door where there are no seats and mothers with baby carri-



# Buses For All



**Andrew Braddock believes there are commercial benefits to be gained from operating buses which take account of the needs of passengers with disabilities. This is the Mercedes Benz 0405N with flat floor and kneeling mechanism.**

ages can stand without having to take their children out, or wheelchair users can travel safely with no need for clamping or for the driver to leave his cab.

The experience in cities like Bremen, with large numbers of low floor buses now running, is that because everybody else is getting on and off the bus so much more quickly, because there are no steps, it doesn't just compensate for the extra time taken by the small number of people in wheelchairs, but there is a saving in end to end running time as less time is spent at bus stops. It also makes it a very much more acceptable proposition for young mums with baby buggies.

I'm very keen that we should test these concepts in Britain and I hope that we can have some trials up and running in London next year. I can see no reason why low floor buses shouldn't work here if they work in Germany and Holland.

**Are there any commercial benefits in being more aware of the needs of passengers with disabilities, and if so what are they?**

It is very difficult to make hard pressed, deregulated, privatised, British operators understand it but I believe the more enlightened ones, if they think the issues through, will recognise that the more people you can get to use your bus, the better off you will be.

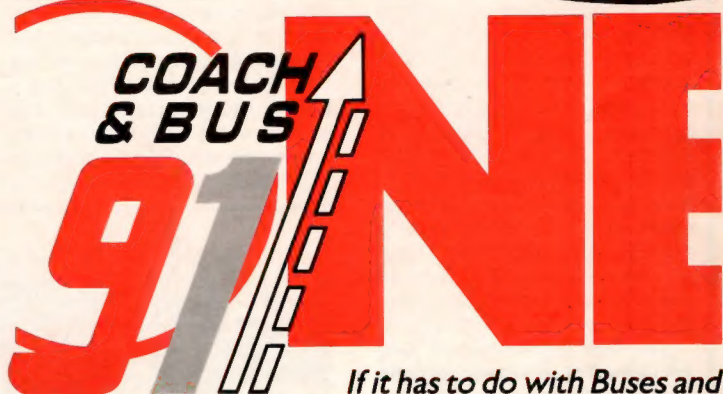
If you can keep people who will otherwise leave your buses because they don't like them, they can't get on them,

or they fear falling over in them, for another ten years, that's another ten years income. Even though that income may not be direct, it may come through an increase in your money for concessionary pass funding and so on, it does represent a commercial opportunity. I think the reality has dawned on many operators and it is very encouraging to see that when operators buy a new bus, it is almost always fitted with DiPTAC features. What it means, in my view, is that you are seeing a better quality of bus coming on the road. Enlightened operators are linking the inclusion of DiPTAC features to things like brighter seat moquette to get better looking buses.

**One hears scare stories about possible Euro legislation requiring wheelchair lifts to be fitted on all new buses. Is this a real possibility. If so, who is pushing for it?**

I think it would be very much a scare story if it was a requirement to fit lifts, it isn't. There's a draft directive going around in the European Commission at the moment. It's very much a piece of social rather than transport legislation that's proposed. I think it will change to take on more of a transport flavour over the next few months but, yes, I think it is likely, particularly as the Dutch hold the Presidency of the Council of Ministers and are keen on an initiative to help disabled people, that we will see a directive requiring wheelchair accessibility to all forms of public transport on a staged

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# Buses For All

basis. It can't be overnight but it's already clear that what it's aiming at is low floor buses and trams. It's probably fair to say that it's an initiative that's come up through the Social Affairs Directorate in Brussels as part of a common concern that, hopefully, we all have, about integrating people with disabilities better into society.

**Do you think there is a point at which a person's disabilities are so severe that they would be better served by a separate transport service?**

Yes, we already know in London that about half the users of Dial-a-Ride and Taxicard schemes will always need door-to-door transport because their disability is so severe that they couldn't get to the bus stop or the rail station, assuming that conventional transport was fully accessible. There are many people, certainly in London, who are confined to the four walls at home for the want of accessible transport. If we can take about half of the Dial-a-Ride and Taxicard users onto a fully accessible bus system and an increasingly accessible Underground system, we'll make room for a lot more severely disabled people who genuinely need the door-to-door schemes.

**Are the provision of bus services for disabled people and coach services for disabled people the same problem or different problems?**

Coaches are always going to be a problem, having high floors. Most coaches have a multiple role. The Canadians have done some interesting work on the best type of lift to get a wheelchair up to a high floor. You sacrifice a bit of seating capacity, it's a much more difficult problem than buses, and there's probably a



**The Setra S300N, one of the latest generations of German low flat floored buses.**

lower requirement than buses. As long as we've got high floors on our coaches and I think we will have, then we really are stuck with lifts.

Because coaches are not under the same time pressures - they tend not to be on a scheduled service where you want to get them away from the stop as quickly as possible - it's a bit more relaxed so the time consequences of a lift are by no means as great. I believe manufacturers like Plaxton are looking at designs which

include a simple wheelchair lift on a high floor coach.

**How much progress has been made in the last five years towards meeting disabled transport users' needs more fully?**

I think a great deal, not just in London, although it's clearly been focused in London through this unit and the hard work my predecessor did. I think we've a lot to be proud of in the UK. We've done a lot more on things like colour contrast to help people

with impaired sight. We've done a lot more about hand-rail layouts and seat spacing than has been done elsewhere. I would very much hope that by following the good examples in Europe in the next five years we will overcome all the remaining problems.

**Are buses progressing more quickly or more slowly than other transport forms?**

Because it is a whole lot easier with relatively cheap infrastructure like buses to make short term changes, there has been a tendency to concentrate on buses. In London, where we are looking at new Underground lines, they will be designed from day one to be fully wheelchair accessible with lifts from street level to all the platforms. The rest of the Underground is a big problem and it would be difficult to make the whole of the existing network fully accessible. It isn't just about wheelchairs, we're also constantly improving the Underground information systems to help people with sensory impairments.

**What else would you like to see happen?**

I would like to see a much greater recognition of the importance of public transport. We under-fund our public transport in the UK. We have a terrible tendency to regard public transport, especially by bus, as down market, and in many respects it is. I personally think that the double decker, which is an almost uniquely British proposition, really represents bad news for most of the operating day. There are perhaps four times a day when the thing is full and even then I would argue it is probably not full because people do not like going upstairs and will stand downstairs even when there are



**Although they are useful in many applications, Andrew does not see the compulsory fitment of lifts as the answer to mobility problems.**

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118/276/ROP



# Buses For All

seats available on the top deck. Eighty to 90% of the time it is rolling around the streets offering the passenger a pretty badly designed single decker.

I think we should learn from Europe and throw away this terrible British notion that people will not stand. They will if you give them the right product rather than a Leyland National with half the seats taken out, and have something increasingly like a low floor bus, or at least something with a design for overall capacity - recognising that on relatively short journeys people are perfectly happy to stand. I see no reason why that shouldn't be the new dawn in Britain, I don't think we need double deckers and they are increasingly a symbol of one of our problems.

One of the problems we all see is the lack of investment, very few people are buying new buses. The manufacturers are in desperate straits. I think the Government needs to treat public transport more responsibly, recognising that



**Double deckers — do we really need them?**

it has an enormous contribution to make, especially buses which can react very quickly to the need to reduce congestion and improve the environment. There really does need to be a serious approach to funding investment in new vehicles. I would be the last person to advocate re-

introduction of the old bus grant scheme which enabled manufacturers to put up prices more than they would otherwise have done because we operators were only paying half the cost. It enabled the operator to buy some pretty dreadful vehicles for bus use, including coaches with folding

Bus Grant doors, high steps and a high floor.

I would prefer to see a more sensible grant structure, perhaps on the basis of interest-free loans with a very long pay-back period, perhaps linked to other policies that increased traffic through priority schemes. What I would certainly like to see is a grant which is limited to a very small range of vehicles which would be single deck, low floor and wheelchair accessible, but that would include something of midi size. We all see the mini as too small and there's no reason why we shouldn't have an 8.5 or 9.0 metre low floor wheelchair accessible bus. I think a sensible Government will find ways of funding investment for operators in those vehicles, without having a discredited scheme like the old bus grant.

**Andrew Braddock, thank you very much.**

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## Buses For All

# Millers of Cambridge

Miller's Coaches of Foxton, near Cambridge, began modestly as Miller Brothers in 1959 using a 12 seater Austin van conversion. Today the company operate a fleet of between 45 and 50 vehicles on continental and UK tours, private hires, contracts, bus services and park and ride schemes. Part of their operation includes special disabled services for which they retain a pair of Plaxton Supreme bodied Bedford coaches equipped with chair lifts and securing points for wheelchairs.

Proprietor Bernard Miller converted the first coach in 1978, based on a commercial idea. The motivation stemmed from the problems he encountered with transporting his own disabled daughter. Bernadette was then around four years old and the realisation that suitable transport for her would also be of benefit to others in the community, kindled the start of what has grown into a popular local service. The vehicle's workload also incorporates UK and international tours.

A second Bedford was commissioned in 1981 which had the chassis extended to a full 12 metres. This allowed for more spacious seat positioning and reclining seats gave additional comfort. Air conditioning, tinted glazing and Unwin tracking were also



**The interior layout provides ample conventional seating and room for securing four wheelchairs.**

included in the specification to provide improved facilities for passengers.

Bernard thinks that he may have to consider replacements in the near future but would be less inclined to opt for another full sized coach. He said, 'I think something with around 20 to 25 seats, possibly on a 10 metre chassis, would be quite adequate but with provision for at least four chairs and plenty of additional facilities. A special toilet with wide access doors and room for an assistant would be useful.'

Vernon Sutton, a senior coach driver with the company, who also takes on special

responsibilities for the disabled operations said, 'I think we need to carry a lot more medical equipment and that all drivers should be fully trained in its use. Basic resuscitation units should be mandatory on all coaches, not just for potential passenger emergencies but for when other road accidents happen. For instance, I was in Scotland recently when I came across a crashed car and the occupants needed immediate attention.'

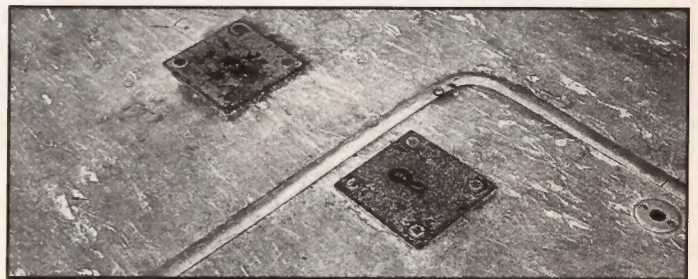
Vernon is a character who excels when handling groups of disabled people. He is experienced in looking after special needs passengers,

having previously worked with Youngs of Rampton who ran a similarly equipped coach. He cares for them, understands how to best communicate with them and treats them with equal respect (or disrespect) to get his message over. 'Like everyone else they enjoy a bit of fun and will often play up, in their own way.' Vernon recognises that not everyone finds it easy to work with people with disabilities. He said, 'they only see what is on the surface but underneath these are people with feelings and emotions, often intelligent and frustrated. I like to do all I can to put them at ease and keep them smiling. We have a lot of fun on our days out and the passengers appreciate it.'

Popular UK venues are the holiday camps, either Butlins or Pontins, which cater well for groups of disabled people. Tours are based on experience gained from past excursions and no new venues are attempted without researching the facilities thoroughly prior to booking. 'Many more places are now able to deal with special groups as improvements and modern buildings are geared to easier access,' confirms Bernard. 'It takes more time to board your parties, toilet and meal stops are much longer and moving from point to point is much slower. Good facili-



**One of Miller's Locomotors bodied Quest 80s currently awaiting a new clutch.**



**The securing points look rather dated in the older Bedford but the later version is fitted with Unwin tracking for greater flexibility.**



# Buses For All

ties are extremely important when trying to fit in a full day's entertainment.'

Millers two vehicles are kept fairly busy with work from local organisations, hospitals and special schools. Much of it is repeat business generated from previous customers and word of mouth between various disabled organisations. Although Millers are located fairly close to Papworth Village Settlement, there is little work from there as the organisations are fairly self sufficient with their own vehicles. A new project is currently being negotiated which will involve extensive UK and European touring but Bernard wants the details kept under wraps for the time being. If the operation gets off the ground it would mean more immediate purchases of special vehicles and offer a more lucrative prospect for the future.

Bernard claims they do not reap much in the way of financial reward from the current operation but it pays its way. Unlike some businesses that saw offering special facilities as a way of being more profitable, Millers often charge less than normal rates.

Bernard also feels that, to offer lower floors and easier access, service buses should not be built on conventional chassis. Millers' bus fleet includes a number of Leyland Lynxes which have proved very acceptable but are really too big to operate comfortably on the narrow congested streets of Cambridge. Andrew Miller, Bernard's nephew



**One of the Bustlers showing the awkward step arrangement that is not conducive to easy access. When used at Heathrow they were supported by a lift equipped Ford Transit for passengers in wheelchairs.**

said, 'We have a couple of old Quests that are ideal for the job, it's a shame they are such pigs to work on. Both are out of commission at present because I need to have spares specially made and I'm waiting for new clutches. However, they have very low floors and a ramp that slides out to make a bridge between the kerb and the entrance. There are some good ideas in the design but the total package leaves a bit to be desired.'

Vehicles which are contrary to high levels of acceptance are also operated by the company alongside the more passenger friendly Lynxes and Quest 80s. They are not too popular with drivers or passengers but fill the gaps when other buses are being repaired or serviced. Some ex Ralphs Plaxton Bustler bodied Fords have four entrance steps that are incredibly steep, with little depth, offering passengers a mountaineering exercise just to climb aboard. Originally used at Heathrow airport, these Fords

have a front entrance and centre doors on both the nearside and offside.

The problem is that like most other operators, Millers have to spend prudently when buying vehicles for bus work. Levels of return and competitive tendering mean it is not possible to run an up-to-the-minute modern fleet and less than satisfactory buses are often all that is available at an affordable price. Vernon said, 'Fortunately, the majority of passengers are able to cope with the vehicles, particularly on the park and ride. The drivers will always help but the high frequency means that another more easily boarded bus, probably one of a number of recently acquired Wadham Stringer Vanguards, will be following behind. Passengers should not have to wait many minutes before we can accommodate them somehow.'

The total fleet comprises a complete mixed bag of chassis manufacturers and body types. It includes vehicles for all purposes and

can cover any form of private hire requirement. A pair of minicoaches, one Mercedes and one Renault, were purchased following requests for small group executive travel but these are underused by comparison with the rest of the fleet. Bernard explained, 'We had a lot of enquiries for small, executive type transport and purchased the vehicles to comply with the demand. As soon as we had them, the enquiries dwindled and now they are not really busy enough.'

Millers appear to have built a sound and varied business that encompasses every aspect of a modern coaching operation. The retention of disabled tours and excursions, although not fuelled by profit margins or great financial reward, shows they have a human and understanding face which is not easily maintained in these times of economic recession that are affecting the whole industry.



**Millers coach fleet includes this Van Hool Alizea bodied Scania K92.**

by  
**Martin Cole**



**Miller's 1978 35 seater Bedford showing the centre door and chair lift arrangement.**





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1979 V registration

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1979 V registration

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**D Reg FORD TRANSIT**, 12 seat, 5 speed, cloth trim, side door, 2.0 petrol ..... **£4,495**

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### VOLVO C10M HIGHLINE INTEGRAL 1986

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119/137/VO

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49 'E' type seats with armrests, TV and video, radio and PA (new), P.P. (1979), air door, new tyres, new test.

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119/022/VO



## VOLVO

**VOLVO B58 1978 PLAXTON**, 53 seater, semi auto, excellent condition throughout, reconditioned engine and gearbox, year's MoT ..... **£11,000 ono**

**VOLVO B10M 1981 DUPE**, 50 recliners, excellent condition throughout, MoT May 1992 ..... **£18,000 ono**

**VOLVO B58 PLAXTON 1976**, 53 seater, good condition throughout, MoT April 1992 ..... **£6,000 ono**

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119/131/VO

**1979 Volvo B58 Plaxton Supreme**, IV, 53 seats, tested June '92, taxed, excellent condition inside and out, P/X possible. **£18,000 + VAT Tel: 0638 715101.**

119/059/VO

**1981 VOLVO B58 DOM IV**, 50 seats, toilet, radio, P.A., tinted windows, curtains, speed limiter, taxed, MoT June '92. Lovely condition. **£16,500 + VAT ono. Tel: (0236) 842229 (Scotland)**

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**1985 Duple Caribbean II Leyland Tiger 245**, 50 reclining seats plus courier, very nice condition, MoT Feb '92 ..... **£29,500**  
**1984 Duple Caribbean Leyland Tiger**, 46 reclining seats, good condition, MoT Jan '92 ..... **£23,000**  
**1984 Lazer Tiger 245**, 15 reclining seats, good condition, long MoT ..... **£22,500**  
**1983 Paramount 3200 Tiger 245**, 53 seats, recon engine, express, vgc, MoT Jan '92, repainted in two pack gloss white ..... **£27,500**  
**1982 Dominant IV Bedford YNT**, new MoT, vgc ..... **£11,500**  
**1981 Duple Goldliner Volvo B10M**, 46 recliners, toilet, repainted, long MoT, very nice condition ..... **£22,000**  
**1981 Plaxton Supreme**, 12 mtr Volvo B58, ZF box, 53 seats, new MoT, repainted and repainted ..... **£18,500**  
**1984 Paramount 3500 Tiger**, exec. g/c, new MoT ..... **£32,500**  
**1977 Plaxton Supreme Leopard, S.A.**, MoT May '92, good condition ..... **£3,900**  
**1976 Plaxton Supreme Leopard, S/A**, MoT May '92, good condition ..... **£3,500**  
**1978 Dominant Leopard**, 53 seater, MoT Feb '92 ..... **£5,000**  
**1986 Sherpa Dormobile Conversion**, 20 seater, MoT July '92 ..... **£4,500**

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**P Reg PLAXTON AEC 760 Elite**, 53 seater, MoT 26.11.91

**P Reg PLAXTON AEC 760 Supreme**, 53 seater, MoT 19.11.91

**R Reg PLAXTON Ford Supreme**, 45 seater, MoT 31.1.92

**T Reg PLAXTON Ford Supreme**, 45 seater, MoT 25.1.92

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**1986 C VOLVO B10M PLAXTON PARAMOUNT 3500**, 53 reclining seats, double glazing, Webasto, radio, PA, new test, mint, choice of three ..... **£52,500**

## LEYLAND

**1988 E LEYLAND TIGER 290 JONCKHEERE JUBILEE P50**, 48 reclining seats, rear sunken toilet, TV, video, Telma, retarder, full air conditioning, double glazing, Webasto, new test, mint condition ..... **£62,500**

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**1988 DUPE 425 INTEGRAL CUMMINS**, 290 manual ZF g/box, Telma, 50 reclining seats, rear sunken toilet, galley, fridge, TV, new test, bunk and double glazing, Webasto, finished white ..... **£50,000**

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**1982 MERCEDES 303 JONCKHEERE BERMUDA**, full rear end kitchen including microwave, fridge, hot & cold, coffee machine, toilet, 32/40 reclining seats, 8 tables, Webasto, radio and PA, retrimmed, new test ..... **Bargain Price £22,500**

## DAF

**1988 E MB 230 CAETANO ALGARVE**, 49 reclining seats + courier, centre sunken toilet, radio, PA, interior brown, finished in white, new test ..... **£45,000**

**1988 E MB 230 CAETANO ALGARVE**, 51 reclining seats + courier, rear sunken toilet, radio and PA, grey interior, finished in white, new test ..... **£45,000**

**1988 E MB230 DUPE 3200**, 57 seater, fully automatic gearbox, radio + PA, Webasto, immaculate, new test ..... **£35,000**

## LAG

**1987 D PANORAMIC INTEGRAL KITCHEN COACH**, large central area, servery unit, sink, fridge, 18 reclining Vogel seats with 5 tables and rear lounge area, centre sunken toilet, bunk, air conditioning. Low mileage. .... **£45,000**

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**1987 D BEDFORD PJK PLAXTON**, 29 seater, power door, radio, PA, finished white ..... **£17,500**

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**1987 D FREIGHT ROVER SHERPA LWB 350 2.5 DIESEL DORMOBILE**, 20 + 2 standing, moquette seats, Eberspacher heater, electric entrance doors, TRN destination, new ticket. Choice of several ..... **£4,500**

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**1983 DAF MOSELEY ALPHA QT**, 49 seater recliners, full executive spec, resprayed and new MoT ..... **£16,500**  
**1983 DAF BOVA EUROPA**, 53 seater recliners, MoT'd ..... **£25,000**

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**DAF SB2300**, 31 seater, 31 body. 1987. Offers in the region of **£60,000**

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**DAF** 57 seater. Berkhof body. 1985. Offers in the region of **£48,000**

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119/1048/UN

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**1989 35 seat, Dennis Javelin** — Duple 320

**1990 53 seat and toilet, Dennis Javelin** — Duple 320. **Choice**

**1978-1980 29-53 seat, Bedford** — Duple Coaches. **Choice**

**1987 12/18 seat Mercedes 609D** Devon with tail lift. **Choice**

**1988 25 seat Mercedes 609D** Reebur. **Choice.**

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**1982 Volvo B10M Jonckheere Ber-**  
**muda**, 53 fixed seats, toilet, TV, **r-**  
**idge**, coffee machine, radio, PA, **is-**  
**sette**, curtains, driver's bunk, **le-**  
**basto**, twin alt, speed limiter, **elma**, ferry lift, MoT Feb '92. **POA**

**3 Volvo B10M Paramount**  
**3500**, 4 star spec, 49 recliners, **exec**, tested till February

'92..... **£39,950 + VAT**

**1982 Bova Europa**, 49 seater, **toilet**, Webasto, new

MoT..... **£23,950**

**1982 Royal Tiger Doyen**, new **MoT**, repaint..... **£22,950**

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**NEW MERCEDES 608D**, 24 c/seats, p/door. Stock.

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**NEW TALBOT 14**, luxury high roof. Stock.

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**84 DAF JONCKHEERE MB200**, Exec 48 + video.

**83 DODGE R BURGESS**, diesel, auto, 17 F door.

**83 TRANSIT**, 16, petrol.

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**82 TRANSIT**, 12 LWB, PSV, petrol, C/D, £1000.

**82 TRANSIT**, 12 diesel, PSV, LWB, tested.

**81 DAF JONCKHEERE 2300**, Inlet, exec spec.

**81 DAF 200 Exec**, 48 + TV Alpha, new test. Offers.

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**81 VOLVO B58**, 53 large seats, Duple II.

**80 (V) FORD PLAXTON**, 45 seat, turbo.

**80 LEYLAND WILLOWBROOK EXPRESS**, 49, S/A.

**80 (W) VOLVO PLAXTON**, 53, 11 metre. Testing.

**79 VOLVO SUPREME V**, 2F, no test, offers.

**79 FORD TURBO Duple II**, 35 seats, tested.

**79 FORD 53 Plaxton**, testing. Offers.

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**1988 (F) MERCEDES 609D**, 26 seats, power door, Scotts luxury conversion, MoT Dec '91.

**1986 CAETANO IVECO**, 24 seat bus, manual, Telma retarder, choice of 2, new MoTs

**1986 (C) FORD TRANSIT**, 16 seater, power door, MoT March '92.

**1986 (C) FORD TRANSIT**, 16 seat, coach conversion, MoT March '92.

**1984 DAF JONCKHEERE**. 49 seats, toilet, TV/video, MoT March '92.

**1984 DAF PP SBR2300 JONCKHEERE**, 3 axle, 71 seats, toilet, TV, video, MoT May '91.

**1983 (Y) VOLVO B10M DUPE DOMINANT IV**. 12 mtr, 53 seats, radio, PA, new MoT.

**1985 (B) LEYLAND TIGER CUB**, Duple Dominant, 27 coach seats, Allison Auto, power door, choice of 2. New MoT's.

**1981 (W) BOVA EUROPA**, 53 seats + courier, radio, PA, power door, MoT Dec '91.

**1978 (T) LEYLAND NATIONAL**, 49 seats, 22 standees, choice of 2. Long MoTs.

119/7617/UN

**1983 Ward Dalesman Plaxton 3200**, 2 star, 53 recliners, tinted glass, power door, courier seat, radio, PA, MoT'd till 28 Nov '91. Will retest if required. This vehicle is in excellent condition inside and out ..... **£21,500 ono**

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1989 'F' Dennis Javelin Duple 320, 57 seater. Mint condition. trak air  
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1986 'C' Plaxton RS 4000 Double Deck, 71 seaters, excellent condition,  
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1985 'B' Leyland Tiger 245 Plaxton 3500, every extra 48 + loo.  
1985 'B' Leyland Tiger 245 Duple Laser, II 57 seat, excellent.  
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1979 'T' Bedford YMT Plaxton, 53 seaters, choice of several.  
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### COACHES

1979 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats, newly painted in white.  
 1977 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 18-10-91. £6,750  
 1979 BEDFORD YMT, Plaxton Supreme 4 body, 53 new retrimmed seats. Repainted.  
 3 X 1986 MCW METROLINERS. Executive spec, Cummins L10 engines and servery (single deck coaches). £30,000. Long tests.  
 2 X 1985 MCW METROLINERS. Cummins L10 engine with toilet, single deck coaches, newly painted. Long tests.  
 1984 MCW METROLINER. Cummins L10 engine, 51 recl seats, single deck coach, newly painted. Long test.  
 1984 MCW HIGHLINER. Cummins L10 engine, 69 reclining seats, test December '91.  
 1984 ROYAL TIGER DOYEN, long test, very good condition, semi-auto.

### COLLECTOR'S ITEMS

LEYLAND E39 engine and gearbox.  
 BRISTOL AVW engine and box.  
 1965 ROUTEMASTER, 64 seats.  
 1963 ROUTEMASTER, 64 seats. Test expired.  
 RT and ROUTEMASTER spares.

### SINGLE DECKERS

PRICES FROM £3,000

1976 10.3M LEYLAND NATIONAL. 41 seats.  
 1978 11.3M LEYLAND NATIONAL. 49 seats.  
 1973 11.3M LEYLAND NATIONAL. Long test. 49 seats.  
 1979 11.3M LEYLAND NATIONAL. 49 seats.  
 1980 LEYLAND NATIONAL Mk II. Leyland 680 engine. January '92.

**SELF DRIVE, DOUBLE DECK VOLVOS AND SINGLE DECK SERVICES BUSES FOR HIRE**

### BREAKING

Large selection spares including: Bristol VRT, Bristol RE, Volvo Ailsas, Leyland National, Leyland Atlantean, Leyland Leopards, Daimler Fleetline, AEC Reliance, AEC Regent, Routemaster and some RT spares. Supreme III spares and including glass. Leyland National engines, gearboxes and rear axles now available.

# VAN HOOL (UK) LIMITED

**DURING OFFICE HOURS RING: 0933 440221  
 AFTER HOURS & WEEKENDS CONTACT:**

John Dover 084421 7994 or 0836 280951, London and Eastern Area UK.  
 Malcolm J Watkins 0568 84637 or 0836 349938, Western Area UK.

**1989 LAG PANORAMIC EXECUTIVE COACH**, Cummins L10 powered, ABS, Telma, 49 reclining seats, courier, centre cont door and steps, double glazed, curtains, bunk, full Suttrak Air Conditioning, 2 x video, water boiler, fridge, radio, PA, tape, Webasto, plus usual LAG 'extras'.

**1988 DAF SB2305 DHS CAETANO ALGARVE**, 49/53 seats, demountable toilet, 2 x TV, video, hot water boiler, courier seat, driver's bunk, carpets and curtains.

**1988 VOLVO B10M CAETANO ALGARVE**, 49/53 seats, centre toilet, TV & video, courier seat, double glazing and curtains.

**1987 SCANIA K112/PLAXTON 3500**, Telma retarder, 51/55 (demountable), video system, water boiler, double glazed with curtains, centre toilet, steps and cont door.

**1987 MERCEDES BENZ 609D REEVE BURGESS**, 19 seater, full soft trim coach seats, carpets, racks and boot, radio, PA, tape, long MoT.

**1986 SETRA 215HD**, 49 recliners, centre sunken toilet, cont steps, powered cont door, wired for water boiler, video equipment, fridge, radio, PA and tape, carpet to centre aisle, curtains to side windows, finished in white, usual Setra spec.

**1984 BOVA EUROPA MARK 3**, 49 recliners, ZF reconditioned gearbox, new clutch, 265 bhp, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio, PA and tape, plug door. Repainted in white.

**1980 DAF PLAXTON SUPREME 4**, 57 seater, radio, PA, tape, side lockers, power door, new MoT.

**1976 LEYLAND LEOPARD/DUPLE DOMINANT**, 51 seats, semi-auto, grant doors, long MoT.



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*Available from stock or to your specification*

- DHS, SB3000 rear engine with Alizee 'H', 'DH', and Super High coachwork.
- MB230 mid engine with Alizee 'H' and Super High coachwork.
- DKZ SBR Astobel double deck coachwork.
- Comprehensive specification includes, 51 reclining seats, demountable toilet, double glazing, etc.

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*Available from stock or to your specification*

- DHTD, DHS, SB3000 rear engine with 3200 low driver and 3500 coachwork.
- MB 230 with 3500 coachwork.
- DKZ SBR double deck coachwork.
- Choice of 1 star through to 5 star specification.

## Hughes DAF — DUPLÉ



*Available from stock*

- DHTD, rear engine with 320 SL Plus coachwork, 57 reclining seats, curtains, carpet or 53 reclining seats with rear toilet.
- DHS rear engine with 340 SL Plus coachwork, 57 reclining seats, centre continental door, curtains, carpet or 53 reclining seats with centre sunken demountable toilet.

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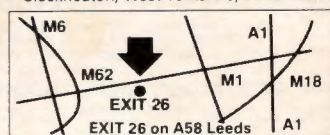
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